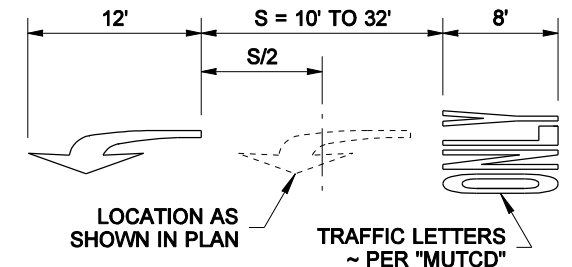
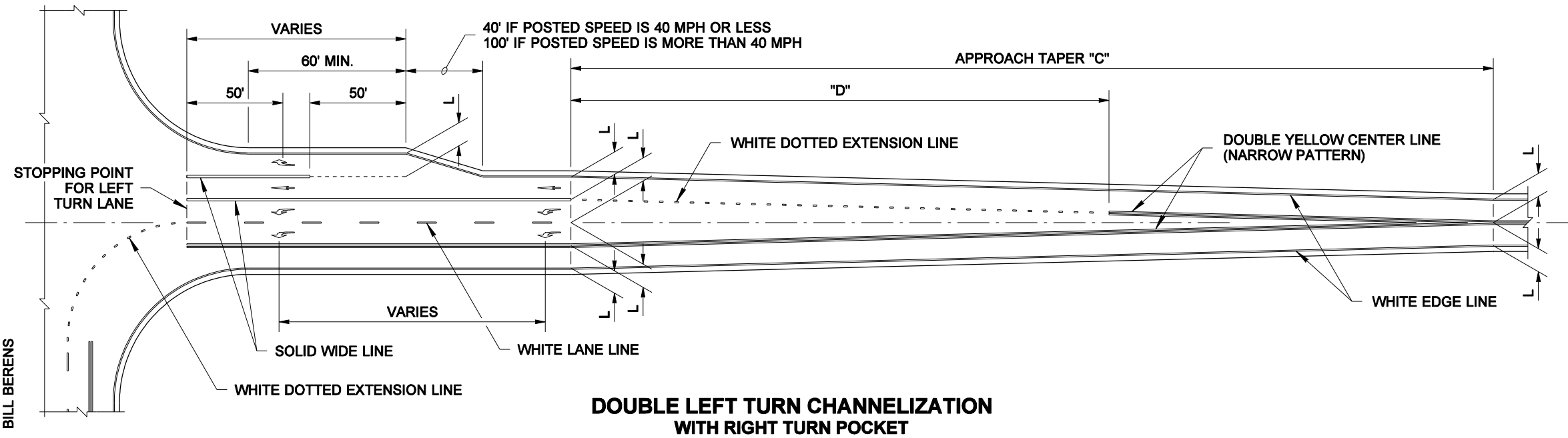


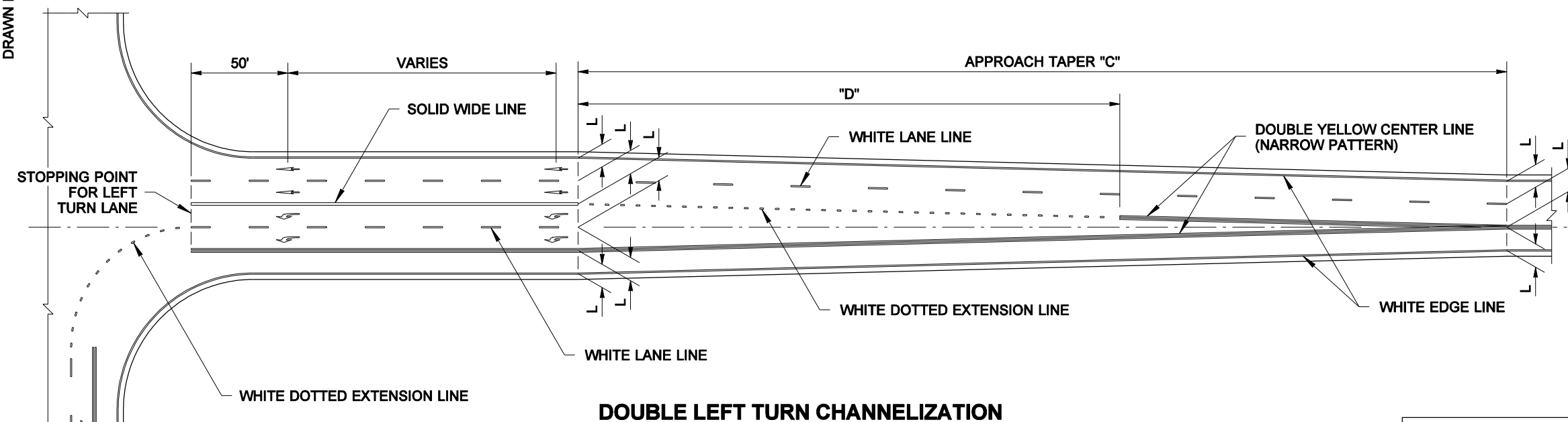
DRAWN BY: BILL BERENS



**LANE MESSAGE DETAIL**  
OPTIONAL ~ SEE GENERAL NOTE 2

**GENERAL NOTES**

1. The channelization shown on this plan assumes optimal roadway geometric design. The dimensions may vary to fit existing conditions. See Contract.
2. The lane message "ONLY" may be added to the Traffic Arrow Type 2L locations shown, in which case, substitute the Arrow as per the LANE MESSAGE DETAIL.



POSTED SPEED	APPROACH TAPER "C"	"D"
60 MPH	720'	420'
55 MPH	660'	385'
50 MPH	600'	350'
45 MPH	540'	315'
40 MPH	480'	280'
35 MPH	420'	245'
30 MPH	360'	210'
25 MPH	300'	175'
20 MPH	240'	140'

L = 12' Typical Lane Width.  
See Contract for specified lane widths.

**LEGEND**

- Type 2L Traffic Arrow
- Type 2R Traffic Arrow
- Type 1 Traffic Arrow (Optional)

NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT BUT AN ELECTRONIC DUPLICATE. THE ORIGINAL, SIGNED BY THE ENGINEER AND APPROVED FOR PUBLICATION, IS KEPT ON FILE AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED UPON REQUEST.



EXPIRES MAY 5, 2005

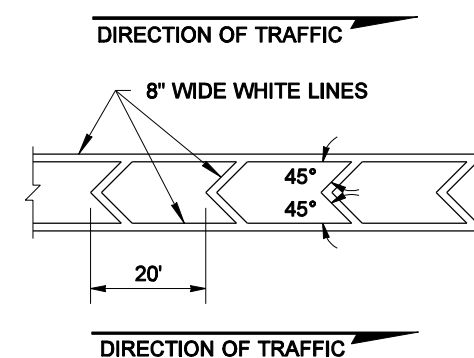
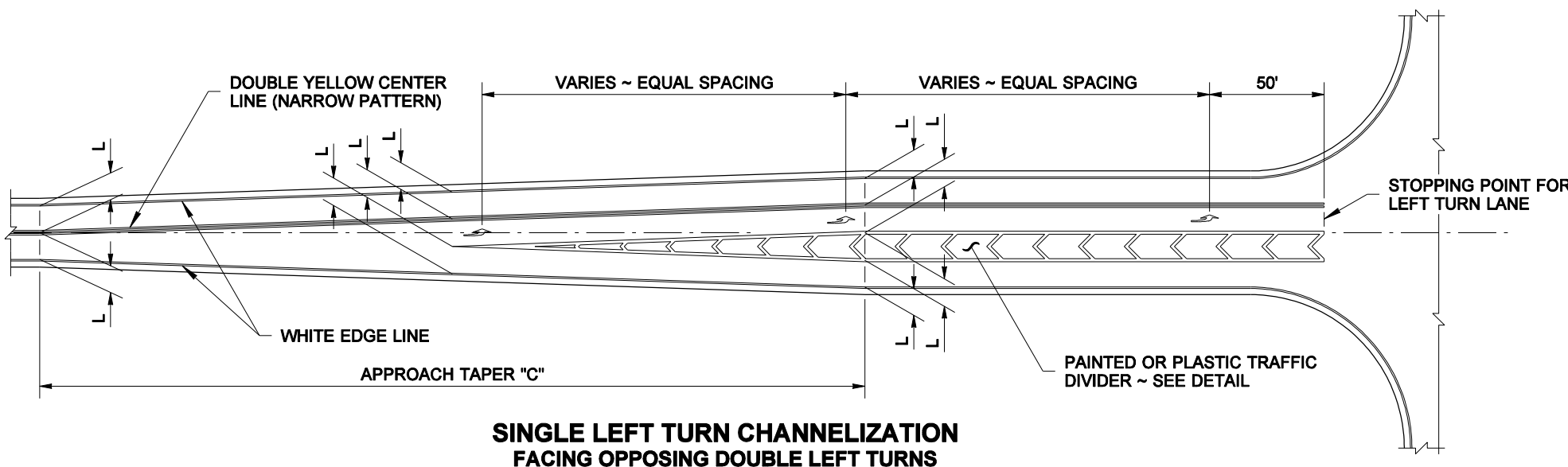
**DOUBLE LEFT TURN CHANNELIZATION**  
**STANDARD PLAN M-3.50-00**

SHEET 1 OF 1 SHEET

APPROVED FOR PUBLICATION

**Harold J. Peterfeso** 12-15-04

STATE DESIGN ENGINEER DATE  
Washington State Department of Transportation



**PAINTED OR PLASTIC TRAFFIC DIVIDER**